8.0 DESIGN STANDARDS AND GUIDELINES

8.1 Intent of the Design Standards and Guidelines

The following design standards and guidelines are intended to be used within the University Avenue Specific Plan Area by City Staff and the Design Review Board in evaluating development proposals and by developers and property owners in the preparation of their submittals for approvals by the Board. These guidelines are in addition to the existing City of Riverside Design Review Guidelines.

The purpose of the Design Standards and Design Guidelines is to encourage development and redevelopment along University Avenue in a manner which is aesthetically pleasing, harmonious with its neighbors, attentive to detail and related to human scale. These guidelines are meant to encourage individual expression in the development of land and buildings along the corridor while maintaining continuity in the design of the urban environment. At the same time, the intent of these guidelines is to protect and enhance those qualities and characteristics of the University Avenue corridor which seem mutually advantageous to the City in general and to the property owners in particular. The guidelines establish a high standard for design quality, but are flexible enough to allow individual expression and imaginative solutions. The applicant is encouraged to consult other chapters of this document including Chapter 5.0 Circulation/Streetscape Standards and Guidelines for Public Property; Chapter 6.0, Land Use Regulations; and Chapter 7.0, Specific Plan Development Standards, as well as other City codes and regulations in addition to these guidelines.

8.2 Organization of the Design Standards and Guidelines

The text that follows starts with design standards and guidelines that are applicable to the entire Specific Plan Area. These are the standards that are intended to unify the Avenue or which are typical responses to common design concerns. The discussion does not stop there, however, because University Avenue will also be distinguished by distinctive districts. Therefore, following the more generic standards and guidelines are those that are intended to bring uniqueness to each of the subdistricts.

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8.3 Design Standards and Guidelines Applicable to All Subdistricts

8.3.1 Architectural Character/Building Design

Building Architecture

Buildings along University Avenue are expected to adhere to a higher standard of design than currently exists. Building facades should have an elegant, timeless and permanent quality relating to the heritage and climate of Riverside. Buildings should not be copies of historic buildings but should draw from their positive features (Figure 21). Features of this type of character include:

- A consistent material and color palette
- Articulated building planes and height to create a pleasing variety and pedestrian scale
- Arcades, awnings, trellises and canopies for shade
- Design emphasis on entrances to shops and paseos
- Fountains, courtyards and landscaped features and elements of Riverside's citrus heritage in high activity areas
- A uniform signage program

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Figure 21 - Building and Landscape Which Relate to the Positive Features of Historic Riverside

Each new building shall incorporate at least two (2) early Riverside elements visible from University Avenue:

- Terra cotta tile roof
- A courtyard with a tile fountain
- Pergolas or an arcade along the street
- Roofed balconies
- Cast terra cotta trim or decorative tiles on more than 50% of the ground floor area

Materials and Colors

Relationship to Riverside's Heritage. Some materials that relate to Riverside's heritage include thick stucco walls and bricks, wood and concrete trellises and pergolas, terra cotta tile roofs, decorative ceramic tiles, and steel filigree.

Quality Materials. Quality materials are desired such as smooth sand finish stucco rather than swirling applications, brick and stone pavers rather than stamped concrete, wood window frames rather than mill finish aluminum. The following are examples of building materials which are preferred along the University Avenue Corridor (Figure 22):

- Smooth finish stucco; for example, exterior stucco of 30-silica sand with Portland cement and lime, and applied with a smooth trowel finish and painted with elastomeric paint, is preferred. Screed expansion joints are favored, which are integrated with the design of windows and doors.
- Brick and/or brick veneer with a natural color grout.
- Precast concrete panels for structures taller than two stories.
- Cut stone, tile or other smooth, durable material on the ground level (the base) for visual interest and for ease of graffiti removal.

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Figure 22 - Quality Materials

- Wood, steel or aluminum and clear glass on storefronts, windows, or doors.
- Canvas awnings, not vinyl or aluminum.

Examples of Inappropriate Materials. The following materials should not be used because of design inappropriateness, difficulty in maintenance, and/or undesirable appearance.

- Imitation special "rock work" or imitation brick on facades.
- Imitation wood siding.
- Stucco treated with an exaggerated texture.
- Tinted opaque glass
- Concisely finished "rough-sawn" wood siding or rustic materials.
- Wrought iron "New Orleans style" grill and rail work.
- Astroturf.

Harmonious Colors. Light or medium neutral colors on buildings are preferred over dark colors that tend to absorb heat and make an area appear more bulky. Garish, "day-glow" colors are to be avoided. Strong accent colors may be used for accents such as awnings, door trim, window mullions, window trim, or pedestrian amenities, provided such colors are clearly secondary to a more neutral base color. Colors such as dark green, blue, or rust are preferred for accent colors.

Massing/Building Bulk

Structures along University Avenue should be designed to create visual interest, a pedestrian scale street facade, and a harmonious relationship between buildings.

Articulation of the Form of the Building. Structures shall be articulated in form rather than massive blocks (Figure 23). Building bulk, particularly of buildings over two stories, shall be mitigated by architectural devices such as stepped terraces, changes in plane, and articulated roof lines.

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Figure 23 - Architectural Building Mass

Pedestrian Interest. The form of the building and its architectural details shall be designed to create visual interest at the street level (Figure 23). Techniques may include the following:

- Staggering the face of the building.
- Recessing doors and windows.
- Providing attractive and varied display windows.
- Visually extending interior spaces outside through the use of the same paving material; for example quarry tile or similar paving material could be used inside as well as on the sidewalk in front of the entrance.
- Providing awnings or other devices for weather protection which relate to the overall scale of architectural details.

Street Corner Articulation and University Avenue Frontage Orientation.

- Building volumes at corners shall be shaped and articulated to respond to pedestrian crossings (Figure 23).
- Primary entrances to buildings should be oriented to University Avenue or directly accessible from University Avenue. The main entrance should be easily identified and should not be oriented directly toward a rear parking lot.

Design Treatment on All Facades. Where the rear and sides of a building are visible from adjacent streets or an adjoining residential area, they should receive equivalent design treatment as the front facades (Figure 23).

Roofs

Roof forms shall be compatible with the historic heritage of Riverside. Full shed roofs, gable and hip roofs are preferred. Flat roofs which are finished with a decorative cornice are also acceptable. Mansard roofs are not acceptable, as they are inconsistent with this character (Figure 23).

Variation of these roof forms are encouraged in large structures to create a village-like atmosphere.

Windows and Doors

Special Design Elements. Entry doors and windows fronting upon and/or visible from University Avenue shall be considered as special design elements and shall be treated accordingly by such treatments as recessing or special trim.

Windows and Doors Recessed. Windows are expected to be recessed to the maximum within a 2 x 6 foot stud wall to provide depth and definition. Entrance doors shall be recessed 2 feet or more (Figure

24).

Consistent Sizes and Shapes. Windows shall be designed with as much consistency as possible. Too many different sizes and shapes of windows are discouraged.

Square-Cut Profile. Frames, trim, moldings and stops should have a square-cut profile.

Building Security Systems. Use interior electric security system, vandal-proof glazing, or if metal grills or shutters are necessary, the grills and shutters should totally recess into overhead cylinders or pockets that completely conceal the grill or shutter in the daytime.

Parking Structures

Screening of Undesirable Elements. Structured parking shall be designed so that sloping floors are not visible from adjacent streets and to minimize views of light sources and cars from nearby streets and sidewalks.

Compatibility with the Principal Structure. Parking structures shall be built using the same materials as the principal structure. Parking structures shall be designed with small vertically oriented openings to give the appearance of a building with windows. Ground floor retail or office uses shall be incorporated into parking structures with frontage on a major arterial.

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Figure 24 - Windows, Doors, Parking Structures

Compatibility With Adjacent Residential. Parking facing adjacent residential neighborhoods shall be screened from such neighborhoods as required in the zoning code. Structures and screening devices shall be designed to be compatible with these neighborhoods by the use of decorative block, special color treatment, landscaping and the terracing of parking structure floors to reduce height and mass (Figure 24).

Rehabilitation

There are a number of older buildings along University Avenue which are in need of beautification and refurbishment. The development standards and design standards herein are primarily written to apply to new construction and major modifications (structural modifications or addition in square footage) to existing structures. Minor beautification and rehabilitation of existing structures are permitted at the discretion of the Design Review Board to improve the overall visual environment, even though all standards and guidelines may not be able to be met.

Minor facade improvements to existing structures. The appearance of most of the existing structures may be upgraded with simple improvements such as the removal of nonconforming signage in windows, creating a "base" on a blank facade with paint or ceramic tile, adding colorful non-backlighted awnings, window trim, replacing inappropriate building materials, and/or replacing landscaping and signs to meet current requirements (Figure 25). An architect should be hired to prepare the design, consistent with the overall intent of these guidelines.

Seismic upgrading a part of the overall design. Any seismic structural strengthening should be conducted in the interior, if possible, or made a part of the design concept/building facade.

Sandblasting unacceptable. Avoid sandblasting of brick and wood surfaces to remove paint, as this alters the texture and can compromise the integrity of the material.

8.3.2 Site Design and Planning

Site planning for new and rehabilitated developments along University Avenue and within the Specific Plan area must carefully integrate the wide range of standards articulated

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Figure 25 - Rehabilitation Concepts

through the plan. Moreover, the development standards reflected in Chapter 7.0 of the Specific Plan necessitate a careful attention to detail in order to bring about a demonstrable change in the character of the Avenue.

Preservation of Existing Site Features

Existing site conditions, such as mature trees, natural drainage courses and historic structures shall be incorporated into a project on any site.

Building and Parking Orientation

Buildings shall be placed with a street orientation to emphasize the pedestrian environment, avoid a "sea of parking" visible to the street and to create a sense of edge along the street. Except for Subdistrict 2, buildings shall be located closest to University Avenue, with parking in the rear, or if necessary, on the side. Due to the amount of on-street parking required, it may not be possible to create a continuous building edge along the entire length of University Avenue but all sites should be designed to maximize the sense of edge along the street using such design techniques such as:

- Orienting the longer dimension of the building along University Avenue rather than the shorter dimension (Figure 26).

- Extending decorative low walls from the building in combination with landscaping to screen or soften parking areas and create an edge.

- Placing an arcade or trellis structure over a walkway in the parking lot setback area.

Access and Circulation

Access and circulation should be designed to provide a safe and efficient system, on and off the site, by reducing curb cuts, providing adequate maneuvering area and using shared driveways. For safety and to improve the pedestrian environmental curb cuts along University Avenue shall be reduced.

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Figure 26 - Building and Parking Orientation and Screening

The elimination and/or consolidation of existing driveways shall be encouraged in all site planning. In particular:

- New development should locate driveways from secondary streets or alleys.
- Adjacent developments should use shared parking and driveways wherever possible.
- Acceleration and deceleration lanes shall be limited from University Avenue, as these disrupt the streetscape.
- New access points from University Avenue should only be permitted if these locations facilitate vehicular and pedestrian circulation such as a location to align with a future median break and if other access points from University Avenue are closed.

Parking

The location of on-site parking is critical to implementation of the University Avenue Specific Plan vision. Parking is to be primarily located in the rear or side of a site or in subterranean parking structures, in order that buildings may front on University Avenue. As security is a concern, parking shall be designed and illuminated in such a manner as to allow view corridors into the parking lots from the adjacent public streets and alleys. Parking structures shall not front directly on University Avenue, and parking structures facing major streets such as Iowa or Chicago Avenues shall provide 50 percent of the ground floor frontage in pedestrian-serving uses.

Open Space and Landscaped Areas

Landscaping and open spaces should be designed to be an integral part of the site plan and to be compatible with the University Avenue streetscape concepts. Landscaping should provide buffers and transitions, improve the visual environment, provide serenity, shading, and improve the pedestrian environment. Arbors, trellises, courtyards and decorative paving of building entrances, driveways and pedestrian ways shall be incorporated into the site design (Figure 27). See Section 8.3.4 for more detail regarding on-site landscaping and Section 8.3.5 for on-site landscaping compatible with the streetscape concept for University Avenue.

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Figure 27 - Landscaping and Open Space

Fences/Walls

The use of fencing or walls should be consistent with the architectural character, and not interfere with pedestrian connections. Walls and fences are discouraged unless needed for screening, to help create a sense of street edge or for safety purposes. If fences are necessary for security, a simple wrought iron fence is preferred. Chain link, or barbed wire, is not permitted except during construction.

The design of walls and fences shall be compatible with that of the principal structure or structures on the site.

No wall or fence visible from a street shall extend more than 25 feet horizontally without a visual break created by an articulation and/or architectural detailing in the wall plane facing the street, for example:

- A staggering of the wall
- An indentation in the wall
- A rhythmic spacing of columns
- A series of raised planters.

Lighting

Lighting on site should provide for a safe and pleasing environment. Enough lighting should be provided to light rear parking lots safely, but light should be shielded from adjacent residential uses.

8.3.3 Signs

Signs along University Avenue today are relatively unattractive and cluttered and do not reflect the City's current sign ordinance. Strengthened and consistent code compliance is essential for improvement of properties along University Avenue. All properties should comply with Chapter 19.76 of the Municipal Code, the Design Review Guidelines of the City of Riverside and the following guidelines:

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Figure 28 - Fences/Walls/Signs

Relationship to Architecture

- Signs, if well designed, can add interest and visual variety for the pedestrian and contribute to the positive character and scale of the street. Signs along University Avenue, in general, should be smaller and emphasize the business name over products and services.

- Projecting signs, wall signs, and architectural canopy signs are permitted, as long as these signs respect the rhythm and modulation of a building's architectural elements such as bays, frames, display windows, and cornices.

- Projecting signs shall be limited to frontages on pedestrian courtyards and passageways, in lieu of the sign code's provisions for an under canopy sign, where no canopy exists from which to hang an under canopy sign. The maximum size and projection shall be in accordance with Section 19.76 of the municipal code.

- The location and design of all signs shall be integrated into landscape and building designs for the entire site.

8.3.4 On-Site Landscaping

Landscaping in General

Graffiti Deterrent. To minimize places for graffiti, shrubs and vines shall be planted to cover solid walls (excluding building walls) or fences facing public rights-of-way or other areas accessible to the public. For example, landscaping may be located:

- In front of a wall in an irrigated planting bed or series of wells.

- Behind a wall, with openings at the base of the wall through which vines can grow to cover the front of the wall.

Where a planting bed or vine pockets are not possible, walls may be treated an "anti-graffiti" coating. Alternatively, iron open fencing with planting may be used where a solid wall is not required by Code.

Water Conservation. All landscaped areas shall be in accordance with the City's water conservation ordinance.

Plant Materials. Drought-tolerant plant materials shall constitute the preponderance of the landscape materials. Shrubs shall be minimum 5 gallon except that accent shrubs such as Agapanthus or Day Lilies may be 1 gallon. Trees shall be minimum 15 gallon size, with box size trees placed in more visible areas.

Irrigation and Maintenance. An automatic irrigation system shall be installed and operational prior to issuance of a Certificate of Occupancy for a project. All landscaped areas shall be irrigated using an automatic irrigation system which relies on bubblers and drip irrigation to the extent feasible to minimize water loss and shall be maintained throughout the life the project.

Landscaping of On-Site Parking

Perimeter. Landscaping shall be provided along the perimeter of any surface parking lot which abuts public rights-of-way except at pedestrian or vehicular entrances and at alleys. Parking lot landscaped setbacks shall be in accordance with the provisions of Title 19, except that the Design Review Board may allow a reduction of the required setback to 5 feet for parking lots located at the rear of a site on a non-arterial frontage when, in the judgement of the Board, a larger setback would unnecessarily constrain the development of the site.

Landscaping Within a Surface Parking Lot. Shade trees in 15-gallon cans or greater (minimum 1-inch caliber) shall be planted in tree wells (typically 6' x 9' in size) situated between opposing parking spaces. In addition the end of each parking row shall have a minimum four-foot wide planter with one tree for each adjacent parking space. These trees shall be distributed throughout the parking lot so as to shade at least 50% of the parking lot within 10 years of planting. All parking lot planters shall be protected by minimum 6" concrete curbing as required by Title 19.

In order to visually buffer parking lots from adjacent residential uses, an "aerial hedge", consisting of minimum 24-inch box trees, 20 feet on center, should be provided where a parking lot is contiguous with a residentially zoned lot or separated from a residentially zoned lot by a public alley.

Gateways

Enhance Major Intersections. Gateway treatments should be encouraged at major street intersections (Iowa, Chicago, Kansas Avenues and Interstate 215). These gateways should consist of:

- Special landscaping at all four corners
- Massing of adjacent buildings oriented toward the corners
- Placement of landscaping to provide sufficient sight-lines for traffic safety and pedestrian convenience

8.3.5 Improvements to Compliment the Streetscape

Public Rights-of-Way Landscaping

Streetscape concept plan drawings, at a scale of 1 inch = 20 feet were prepared for the public rights-of-way of University Avenue between Park Avenue and I-215 based on the policies/standards outlined in Chapter 5.0, and are on file in the Development Department. These drawings and any subsequent refinements should be used to determine the location of future curb lines, the location of trees, the type of trees along University Avenue, median locations, bus bays, street furniture, paving materials, etc., for each property along University Avenue. See Chapter 5.0 Circulation/Streetscape Standards and Guidelines for streetscape planned for public rights-of-way.

Private Property Landscaping Adjacent to the Streetscape

Figure 29 illustrates the streetscape concept for private property fronting on University Avenue.

From Park Avenue to Iowa Avenue, the streetscape concept for the public right-of-way includes alternating shade and palm trees with the sidewalk separated from the curb by a landscaped parkway where possible. As private property develops, an additional row of shade trees shall be planted in planting strips on private property aligned with the palm trees in the public right-of-way. This will form a staggered pattern with the shade trees in the public right-of-way.

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Figure 29 - Typical Streetscape Concept for Public and Private Lands

From Iowa Avenue to I-215, the streetscape concept includes alternating shade and palm trees in tree wells in a wide sidewalk with brick accents. As private property develops, trees shall be added to setbacks to form a staggered pattern coordinated with the trees in the right-of-way. Textured walks on private property shall be compatible with the sidewalks in the right-of-way. On site plantings should complement the species in the right-of-way.

8.4 Special Design Guidelines by Subdistrict

8.4.1 Special Design Guidelines: Subdistrict 1 (Small Business Opportunity Area)

Architectural Character/Building Design

Building Scale. This is to be a district of small-scale buildings in clusters with a residential character. Large-scale buildings typical of "mini-malls" are discouraged (Figure 30). Buildings shall be one to stories with varied roof lines.

Preservation/Adaptive Reuse. This area includes a number of turn-of-the-century homes that should be adaptively reused for business purposes. The Cultural Heritage Board staff should do an inventory and add to preservation lists all structures meriting preservation. This area should also be studied for historic district status. A unified theme of historically appropriate uses would give this area a unique character that would help intensify the pedestrian use of this area. Specific design guidelines for this area will be developed when the survey work is completed. In the mean time, buidlers and staff should use Restoration Riverside and the White Park Historic District Design Guidelines as references.

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Figure 30 - Clustering of Buildings and Lot Consolidation in Subdistrict 1

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Figure 31 - Subdistrict 1 Character

Materials. Terra cotta tile roofs and smooth stucco and tile walls, with vandal-proof glazing facing University Avenue is most appropriate for this area. In addition, existing older residences should be refurbished using the guidelines in Restoration Riverside. Wood sided residential structures shall not be stuccoed or clad in aluminum siding. Original wood framed windows shall not be replaced with aluminum frame windows and other materials which are inconsistent with the original design.

Site Design and Planning

Lot consolidation is encouraged to minimize curb breaks on University Avenue, to allow for shared parking areas and to improve the visual image along the street. Figure 32 illustrates this lot consolidation using the development and design standards outlined for a typical block in this subdistrict. See Table 4, Section 7.2.7 for incentives for lot consolidation.

8.4.2 Special Design Guidelines: Subdistrict 2 (Community Shopping Center Area)

Figure 33 illustrates sites which are a part of Subdistrict 2 and identifies sites A, B, and C.

Architectural Character/Building Design

The architecture of Sites A, B and C, if redeveloped as one project, should be of a consistent theme. Structures on these sites are likely to have a large footprint and vary from one to four stories. The building mass shall be broken up by such devices as sloped roof entryways, partial arcades, awnings, tower accents, low wall extensions, punched openings to create shadow, recessed areas and courtyards. New architecture shall be of a contemporary design, but reflective of Riverside related period architecture.

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Figure 32 - Development Standards in Subdistrict 1

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Figure 33 - Sites which are a part of Subdistrict 2

Site Design and Planning

Site Design Unity. Sites A and B should be linked with landscaping and aligned with vehicular and pedestrian access connections on Chicago Avenue, approximately 600 feet south of University Avenue to create a unified center.

Coordinated Pedestrian and Vehicular Connections. A pedestrian connection should be provided from the residential area west of Site A to Site A. All buildings on sites A, B and C should be linked together with direct pedestrian pathways with minimal interruptions of vehicular traffic.

Parking and Building Locations. To accommodate traditional community shopping center development or "power center" layouts, some parking may be located in this Subdistrict adjacent to University Avenue as long as parking lots are extensively landscaped and screened by three-foot walls, direct pedestrian linkages are provided to buildings from University Avenue, buildings are clustered to maximize pedestrian linkages within the center, and a prominent structure integrated with the entire complex is located at the corner of University and Chicago Avenues (Figure 34).

Encouragement of Mixed-Use Development. Consolidation of sites and the development of an integrated cohesive center with a mix of uses, landscaped pedestrian "paseos" and shared parking is encouraged. See Chapter 7.0, Table 5.

8.4.3 Special Design Guidelines: Subdistrict 3 (Visitor Commercial Area and University-Related Use Area)

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Figure 34 - Conceptual Design Guidelines for Subdistrict 2

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Figure 35 - Architectural Character of Structures in Other Communities Which Would Be Appropriate along University Avenue.

Architectural Character/Building Design

The architecture in Subdistrict 3 is envisioned to be taller than in Subdistricts 1 and 2, as this subdistrict is intended to be a more intense visitor oriented area with hotel, motel, office and retail uses remote from existing single family development. Flat roofs with decorative cornices or trellises in addition to sloping terra cotta tile roofs on the lower structures are appropriate. Buildings over three stories shall be terraced to reduce the building mass. The treatment of the ground floor frontages along University Avenue to encourage pedestrian activity is especially important as this is the area closest to UCR (Figure 35). The Weber House, a Cultural Heritage Landmark at 1510 University Avenue needs to be protected and respected as a vital part of this Subdistrict.

Site Design and Planning

Coordinated Pedestrian and Vehicular Connections. On properties south of University Avenue, pedestrian links should be provided from University Avenue to the University-owned land south of the Specific Plan area, consistent with the UCR Long Range Development Plan.

Encouragement of Consolidated Block Development. See Chapter 7.0, Table 4, 7.2.7 for incentives for lot consolidation.

8.4.4 Special Design Guidelines: Subdistrict 4a and 4b (Mixed-Use Development Area.)

The following design standards and guidelines are primarily intended for large scale mixed use developments, however, consideration should be given to implementing appropriate items into all projects:

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Figure 36 - Architectural Character of Subdistrict 4

Architectural Character/Building Design

Village Character. The exterior facades of the buildings facing University Avenue shall have a consistent color, materials, and sign palette as described in Section 8.3.1. To be a constant attraction for students and visitors, the facades of shops and outdoor dining activities facing an open air internal "paseo" may vary from the consistent color, materials and sign palette to create a more expressive style and form (Figure 36).

Pedestrian Amenities. Ample pedestrian amenities shall be provided as part of each new development, including a minimum of ten of the following items per project:

- Outdoor dining areas
- Shaded plazas and pedestrian malls with groups of planters and large scale trees for shade
- Ample architecturally unified trash receptacles
- Pedestrian-scaled, architecturally unified lighting
- Patterned and textured paving
- Directories and places for community bulletins
- Portal entrances
- Pedestrian-scaled signs
- Kiosks for such pedestrian oriented products as flowers and magazines
- Water elements such as fountains, streams and ponds
- Active and passive seating areas
- Bicycle parking areas
- Public art and sculpture
- High image landscaping including the same palm trees used along University Avenue (Washingtonia filifera and Washingtonia robusta) to draw people from the street to the Village.

Site Design and Planning

Lot Consolidation and Master Planning. Although not mandatory, lot consolidation and redevelopment of the entire subdistrict in a cohesive mixed-use development is strongly encouraged. Consideration shall be given to how individual projects might integrate with future large scale mixed-use development.

Location of Land Uses.

- Residential uses, if located on the site, should be concentrated near the corner of Linden and Iowa Avenues or be located above retail and restaurant uses (Figure 37).

- Office uses should have visibility from I-215 and/or University Avenue, and be linked to other on-site facilities by clearly defined pedestrian pathways. Primary retail/restaurant/service uses shall be clustered around a paseo in the southern portion of the site nearest University Avenue.

Coordinated Pedestrian and Vehicular Circulation for a Master Plan.

- Major vehicular access is to be located on University Avenue approximately 600 feet east of Iowa Avenue, and on Iowa Avenue approximately 600 to 700 feet north of University Avenue, aligned with access points on the south side of University Avenue and with a median break. Pedestrian crossings of these streets shall be located at these two major access points, as well as at the intersection of University and Iowa Avenues (Figure 38).

- In addition to the major vehicular access points discussed above, up to two additional right-turn in and right-turn out access points could be appropriate from University Avenue. In addition, two right-turn in and right-turn out access points could be appropriate from Iowa Avenue. Closure of all other access points is intended with a large scale mixed-use project. When considering non-mixed-use projects, closure of as many access points as possible, while providing adequate access to the site, should be part of the site plan review process.

- An open air "paseo" on which most retail/entertainment uses front shall begin at the intersection of Iowa Avenue and University Avenue, or within 200 feet of this intersection, to facilitate crossing of pedestrians of University Avenue at a traffic signal.

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Figure 37 - Illustrative Concept for Subdistricts 4 and 4a

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Figure 38 - Subdistrict 4 - Circulation Design Standards

! A clearly defined pedestrian path shall connect any residential use with retail uses, and a clearly defined path shall be provided from Subdistrict 4b through this subdistrict to the University.

Parking. Surface parking lots shall be broken as much as possible into smaller areas and extensively landscaped to avoid a "sea of parking" and to reinforce the village concept.

8.4.5 Subdistrict 4b

Architectural/Landscaping Character and Design

Variations in roof planes and building heights are encouraged, as well as variations in setbacks. Clustering of buildings to form courtyards and interesting outdoor spaces with trellises, awnings, potted plants, arches, and arbors (Figure 39).

Balconies are encouraged to visually break up the mass of the building and to provide outdoor spaces for each unit. Balconies shall be designed to be integral to the building design and to reduce rather than increase the apparent bulk of the building. The landscaping concept shall relate to the overall vision for University Avenue such as including a series of groves of trees within or adjacent to the parking lots.

Site Design and Planning

Land Use Appropriateness. Multi-family residential (rental housing) is recommended as the dominant land use, although ground level retail facing Iowa Avenue and primarily serving local student and community needs, is also appropriate.

Coordination of Pedestrian and Vehicular Circulation. The major vehicular entrance to the site shall be from Iowa Avenue, close to midway between Linden Avenue and University Avenue, and shall be aligned with a major entrance to Subdistrict 4a. A signal, if warranted in this location, should facilitate pedestrian crossing to and from the mixed-use center at this vehicular entrance. A clearly defined pedestrian pathway system shall link all residential buildings with the parking on the site and with the above-described vehicular/pedestrian entrance to the site.

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Figure 39 - Illustrative Concept for Student Housing in Subdistrict 4b

Parking. Parking may be clustered surface parking lots of fifty spaces or less if designed as a part of a "grove" concept (Figure 39). Underground or partially underground parking is preferred, however, an above-ground parking structure is acceptable for student housing if integrated with building architecture and screened from view of public streets and adjacent residential.

Storm Drain, Water and Sewer Improvements Study. Subdistrict 4b is currently crossed at its northeast corner by an unimproved drainage channel known as the University Wash. A 65 foot-wide easement is designated on the site, which would have to be protected from encroachment from proposed buildings and other permanent structures other than parking lots and landscaping. This easement shall be incorporated in the design of the project as a positive open space feature having a natural appearance. A study will need to be undertaken by the property owner in cooperation with the City to determine storm drain, sewer, and water facilities which may be needed.